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VOLKMAR WENTZEL

WEATHER REPORTING IS A FAMILY AFFAIR ON THE ROCKY HEIGHTS OF LADAKH

High in the Himalayas a government meteorologist takes a wind and temperature reading, aided by his wife and daughters. He also serves as postmaster-telegrapher of Dras, 50 mountain miles from Srinagar, capital of Jammu and Kashmir. Ladakh is part of this state, still a bone of contention between India and Pakistan. Airport improvements put Ladakh on the 1952 engineering-achievement list (Bulletin No. 5).

Bulletin No. 1, January 26, 1953

Air Age Mixes with Ancient Past on Cyprus

RELICS of distant yesterdays and preparations for uncertain tomorrows combine to give the Mediterranean island of Cyprus a conspicuous place in today's spotlight.

The United States is joining Great Britain to make the British Crown Colony one of the strongest military bases in the Near East.

New Crowds Old in Famagusta Shops

The contrast between the old and the new on the sun-drenched island where St. Paul preached and where Richard the Lionheart married Berengaria of Navarre becomes more marked with every lengthening of an airport runway or dredge-scoop of a harbor. An archeological find revived the past when a university expedition uncovered a mosaic floor 2,000 years old depicting a scene from Homer's *Iliad*.

Ancient Gothic churches on Cyprus crowd modern buildings of glass bricks which, in turn, are shadowed by minarets centuries old. In the bustling city of Famagusta, on the east coast, artisans continue their ancient crafts in shops with open fronts which stand next to modern stores stocked with up-to-date woolens from the British Isles and novelties from America. Caïques—boats of ancient design—painted in brilliant hues, are moored next to the most modern of motorboats.

About 80 per cent of the half million inhabitants of Cyprus are of Greek descent, with a minority of about 80,000 of Turkish extraction. Because of its strategic position at the eastern end of the Mediterranean, the island has been conquered over the centuries by a succession of invaders, including the Egyptians, the Romans, the Crusaders from western Europe, and the Turks.

The people, particularly in rural areas, remain unchanged by changing governments. They till their fields and vineyards—from which comes the famous Cyprus wine—as their ancestors did before them. They harvest their crops and market them (illustration, next page) as did their fathers and grandfathers. Their handicrafts are handed down from generation to generation.

Looms of Village Women Bring Fame

The village of Phiti, set in the mountains of western Cyprus, is noted for beautiful hand-loomed textiles. Girls work out intricate designs on the looms without using printed patterns. The young weavers memorize more than a score of designs before even beginning to use a loom.

Women's art also has brought fame to the mountain hamlet of Lefkara. The complicated lacework produced in this village is known all over the world. From childhood to old age, the womenfolk busy themselves with producing fairylike fabric, some of which has been fashioned into altar cloths for cathedrals and banquet cloths for the feasts of kings.

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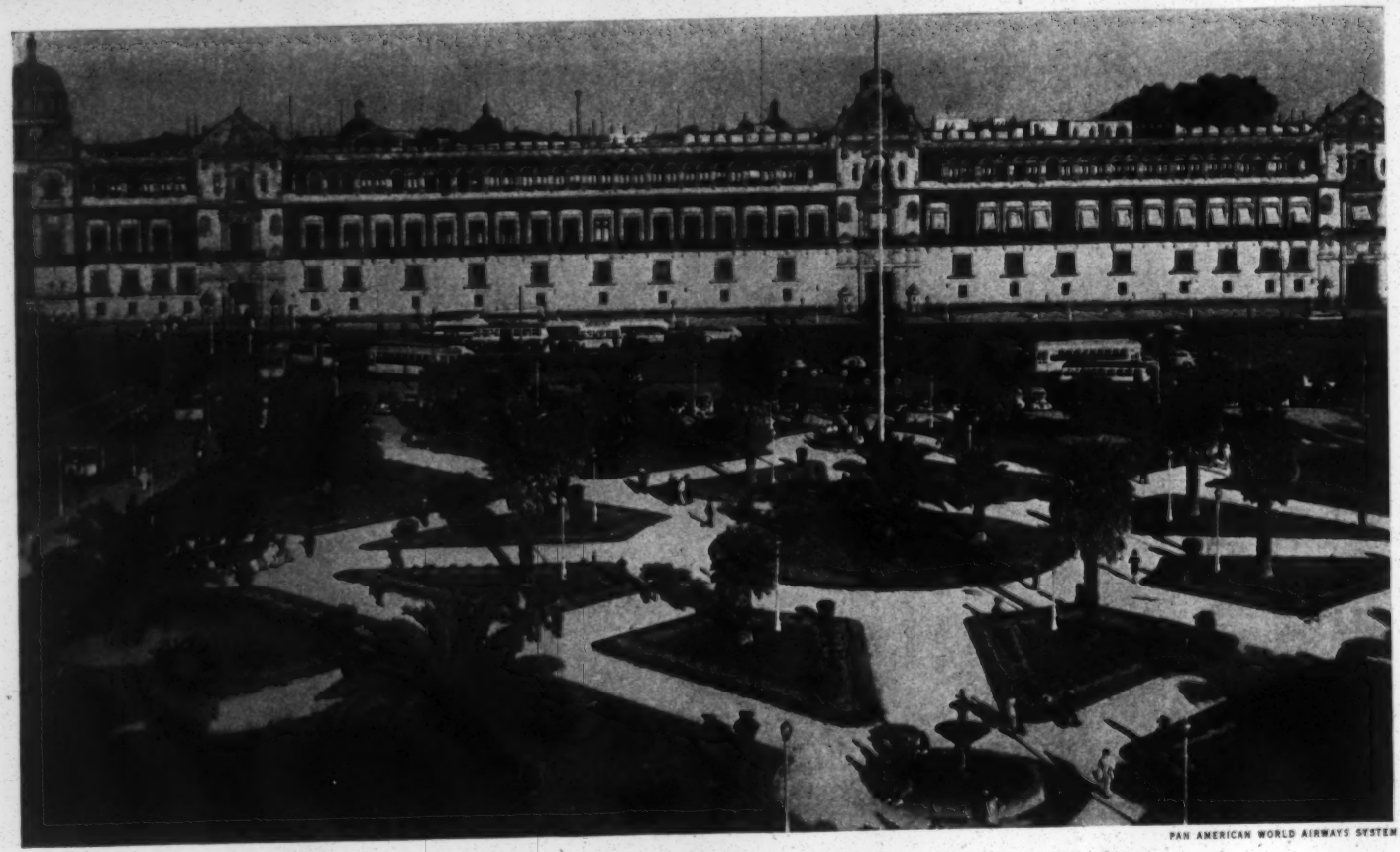

PAN AMERICAN WORLD AIRWAYS SYSTEM

MEXICO'S NATIONAL PALACE STRETCHES ITS MANY-WINDOWED WALLS FOR 675 FEET ALONG THE ZÓCALO

Begun in 1692, the office of Mexico's president has experienced numerous additions and alterations. It faces the Zócalo, site of Aztec human sacrifices six centuries ago. Montezuma, 16th-century Aztec emperor of Mexico, held court there. Motorists from the United States, planning to visit Mexico's capital, will soon have a new highway to travel. During 1952, work was nearly completed on the route connecting Nogales, Arizona, and Mexico City (Bulletin No. 5).

Bulletin No. 2, January 26, 1953

Historic Dunkirk Regains Its Peacetime Rank

DEDICATION of a new oil refinery at Dunkirk last fall marks a long step forward in the recovery of that battered French port—scene of the epic British evacuation of World War II.

The chief business of Dunkirk (Dunkerque)—shipping—has now caught up to its 1938 pace. Most of the bombed docks and warehouses have been rebuilt and the harbor again ranks among France's busiest ports.

Rescue Ships Range from Motor Launches to Warships

Until the German blitz of May, 1940, Dunkirk was—to most of the world—just another French port on the Channel coast. Then, overnight, it became a synonym for dogged courage and the setting for a stirring drama as 330,000 British and French troops were snatched from the battered beaches and evacuated to England by an amazing improvised armada.

This fleet, assembled as though by magic, included everything that would float, from warships to tugs and small pleasure craft.

When Allied forces re-entered the town almost five years later, they found a dead city. Grass grew in the streets. Hollow skeletons of masonry stood crumbling where buildings had been. The prewar population of some 31,000 had dwindled to only a few score. The city and its once proud harbor had to be rebuilt almost from scratch.

Nor was this the first time the people of Dunkirk had faced the vast job of reconstruction. Just over a quarter of a century earlier much of the city lay in ruins after months of pounding by heavy guns and air attacks during World War I.

Time and again, down through the centuries, a similar pattern has prevailed. Once the possession of the counts of Flanders, Dunkirk has frequently been the focal point of European conflict. At various times the city has been besieged and occupied by the armies of Austria, Spain, England, and Germany.

Name Means "Church among the Dunes"

During the 17th century Dunkirk was besieged three times within a space of 12 years and finally ceded to England—then under Oliver Cromwell—in return for the use of the Ironsides (cavalry) at the Battle of the Dunes. When Charles II came to the throne he sold the city back to Louis XIV and the French monarch fortified it.

The earliest record of the city reaches back to the seventh century when the French bishop, St. Eloi, founded a small church there on the sand dunes. From these surroundings Dunkirk took its name, which, freely translated, means "the church among the dunes."

Historically, the city's importance has been in its strategic location as the northernmost city of France, and, next to Calais, the one nearest to the English coast.

All through its history these factors have made Dunkirk a vital French defense center, and the essential prize of any would-be conqueror of the low countries.

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The slow and relatively easy life on Cyprus, so appealing to visitors, has proved tiresome to many of the island's young men, particularly to those who traveled with the British armed services during World War II. Many have emigrated to Britain, Australia, South Africa, and elsewhere to find employment as farmers, cooks, and waiters.

British troops stationed on the island—within easy range of the troubled Near East—carry on time-honored traditions. Each night the commander of the new guard and the commander of the outgoing one in the medieval castle of Kyrenia, on the north coast of the island, go through the ceremony of exchanging the key to the castle. It is a fine custom, but there has been no key for 400 years.

NOTE: Cyprus may be located on the National Geographic Society's maps of Europe and the Near East, and Southwest Asia. Write the Society's headquarters, Washington 6, D. C., for a price list of maps.

For further information, see "Cyprus, Idyllic Island in a Troubled Sea," in *The National Geographic Magazine* for May, 1952; and, in the GEOGRAPHIC SCHOOL BULLETINS, May 14, 1952, "National Geographic Bounds the Three Easts." *(Back issues of the Magazine may be obtained from the Society's headquarters at 60¢ a copy, 1946 to date; $1.00, 1930-1945; $2.00, 1913-1929. Earlier issues at varied prices.)*

MAYNARD OWEN WILLIAMS

OX POWER STILL TRANSPORTS THE CYPRUS HARVEST FROM ISLAND FIELDS

Cyprus harvesters toss the hay higher and higher while the patient oxen stand among the stubble. Carts are built narrow because of the winding streets of island towns, and because of narrow country roads where passing is difficult. Although only about 13 per cent of the islanders are farmers, agricultural products comprise more than a quarter of Cyprus's exports.

GEOGRAPHIC MAPS—TIMELY AIDS TO EDUCATION

Classrooms need accurate, up-to-date maps for history interpretation and current events analysis. The National Geographic Society's many-color wall maps answer these needs. They cover the world. 50¢ apiece in U. S. and elsewhere. Eight enlarged maps are $2.00 each in U. S. and elsewhere. Send for complete map list.

Bulletin No. 3, January 26, 1953

Colombia and Venezuela Settle Islets' Title

TWO South American nations—Colombia and Venezuela—have decided that more than a hundred years of negotiations are enough, and have finally settled a long-time border dispute.

Both countries breathed a sigh of relief as Venezuelan sovereignty was recognized over Los Monges, "The Monks," a cluster of eight uninhabited rocks at the mouth of the Gulf of Venezuela.

Hazards to Navigation

The award ends one of the wordiest divisions of territory in the Americas. It has been going on ever since Simón Bolívar's "Great Colombia" (Gran Colombia) broke up in 1830, when the lands he liberated from Spain claimed not only independence from each other but also disputed slices of Spanish New Granada.

Los Monges, notable mainly as a hazard to navigation, comprise three groups of sun-baked crags lying about 20 miles off the northernmost tongue of land in South America, the Guajira Peninsula. So far as is known, no one has ever lived on the islets, the highest of which rises 230 feet above the Caribbean.

Venezuela owns only a narrow strip along the east coast of Guajira. The remainder of the peninsula belongs to Colombia under the terms of arbitration carried on in 1891. This mainland boundary was settled after 50 years of argument. The final terms required 10 additional years in the writing and another 25 years before they were put into effect about the time of World War I.

Guajira land is taken up by the only people hardy enough to live on its sandy, bone-dry pampas—about 30,000 Guajira Indians. The residents maintain a large measure of home rule, backed up by an eye deadly with bow and arrow. There is a Guajira law that no woman may ever leave the territory—probably because she would never come back.

Oil Derricks Rise from Lake

Offshore, Los Monges stand watch over the approaches to Lake Maracaibo's steaming, oil-rich shallows below the Gulf of Venezuela.

Maracaibo ranks as one of the great oil-producing basins of the world. There a virtual forest of oil derricks rear their angular heights from the water to a distance of as much as eight miles offshore.

The entrance to Lake Maracaibo is shallow, but specially-built oil tankers of shallow draft carry crude petroleum through this bottleneck and past Los Monges to the great refineries on Aruba and Curaçao, islands just to the east which are owned by the Netherlands.

The Monks are the western sentinels of a long chain of islands that ride Venezuela's coattails east to Britain's island of Trinidad. There, in days gone by, when Morgan and his contemporary freebooters "roved the Spanish main," the shallow and secluded harbors served as pirate lairs and havens where smugglers (whose sailing ships could navigate their shallows) could escape from justice—and each other.

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Dunkirk's new refinery has a capacity four times as great as that of the one destroyed by the war. Other evidence of the city's recovery was the launching from one of its reconstructed shipyards in October, 1951, of the *Flandre*, largest passenger liner to be built in any of France's shipyards since the liberation.

The city also ranks as a leading lace-making center, and supports fisheries, and some small industry. A group of its fishermen (illustration, below) annually organize a cruise to Iceland for cod.

Latest available estimates of Dunkirk's population place it at about one third of the prewar figure. Yet, in spite of this decrease, tonnage handled by the port exceeds all prewar figures.

NOTE: Dunkirk is shown on the Society's map of Western Europe.

For additional information, see "Thumbs Up Around the North Sea's Rim," in *The National Geographic Magazine* for May, 1952.

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ON THE DUNKIRK DOCKS, FISHERMEN FIND A MOMENT FOR TALK OVER A BICYCLE LOAD OF NETS

Bulletin No. 4, January 26, 1953

Golden Palominos Add Enchantment to Parade

NO prancing charger of King Arthur's knights, no steed of courtiers of Henry VIII at the Field of the Cloth of Gold could have been more glamorous than the proud palominos which a California police troop brought to Washington for the inauguration parade.

No more worthy escort could have been found for incoming President Eisenhower than these fabulous horses with their coats of burnished gold.

Gleaming in the sun against green meadows, they have few peers for beauty in the animal world. Rembrandt painted them, and Chinese emperors rode them into court.

White "Accessories" Are Allowed

Standards for registration of a palomino are perhaps even stiffer than any ever set for entrance to the most exacting service academy. For a true palomino, the rules specify that "the body color must not be more than three shades lighter or darker than a newly minted gold coin. The mane and tail must be white, silver, or ivory, with not more than 15 per cent dark hairs in either."

White stockings and a forehead blaze of white can set off the proud golden coat. But woe betide the errant palomino with a hint of zebra stripes on its legs or a dark stripe down its back. These markings disqualify for registration.

With such high standards, palomino fanciers of the United States are fast establishing the golden horse as a distinctive breed. Although palominos are as old as equestrian records, they were accidental, a color rather than a type. Today, under the Palomino Horse Breeders' Association, the science of reproducing the golden color in successive generations is being mastered. A stallion with such bloodstock is a gold mine on hoofs.

The foundation of the palomino line rests on horses brought to this hemisphere by the Spanish conquistadores. Arabian and Thoroughbred blood gives them courage, endurance, and a high degree of intelligence.

Owes Recent Popularity to Beauty

The Thoroughbred breed is the earliest of the improved breeds of horses. It was developed for racing. The name Thoroughbred should not be confused with "purebred." The latter term refers to any horse qualified to be registered in the stud book of its type. "Thoroughbred" means only a running horse descended in a direct line from a particular group of horses registered as Thoroughbreds when it was certain that a fixed type had been developed.

Around campfires in the cattle country of the Southwest, the prowess of the palomino is legendary. But the great increase in its popularity in the past ten years has come more as a result of sheer beauty, and the hope of capturing that beauty in a horse family of living gold.

Horse breeding comes close to being the most carefully worked-out venture of man into animal husbandry. Only from hundreds of years of extreme care have come today's magnificent horses.

UMI

Swept by continuous trade winds from the northeast, the coral and lava islands of the southern Caribbean possess little fresh water and even less topsoil. So it is with Los Monges, whose one claim to attention is the possibility that the oil of Lake Maracaibo may be found to extend as far as the rocks themselves.

NOTE: The Guajira Peninsula is shown on the Society's maps of South America and Countries of the Caribbean.

For additional information, see "Keeping House for a Biologist In Colombia," in *The National Geographic Magazine* for August, 1948; "Cruising Colombia's 'Ol' Man River'," May, 1947; "Curaçao and Aruba on Guard," February, 1943; "Beneath Colombia's Azure Skies" (18 color photographs), October, 1940; and "Caracas, Cradle of the Liberator," April, 1940.

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CEIBA TREES CAST LIGHT SHADOWS ON VENEZUELA'S IMPOSING FEDERAL PALACE AT CARACAS

Grecian columns and gleaming dome are reminiscent of the architecture of Washington, D. C. State receptions and national holiday celebrations take place under the dome, part of the South American country's capitol. The pillared wing at the right houses government offices.

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Aviation Needs Pushed 1952 Construction

THE expanding world of flight pushed construction work to the ends of the earth and taxed the ingenuity of engineers of many nationalities during the year 1952.

An outstanding achievement was the construction of a huge air base at Thule, in northern Greenland (see Bulletin No. 3, January 12, 1953). Airports were built or improved at Tampa, Florida; Montego Bay, Jamaica; the Cocos Islands in the Indian Ocean; Sarawak, Borneo; Tororo, Uganda; and Ladakh, in the State of Jammu and Kashmir (illustration, cover). Pittsburgh opened a $33,000,000 air terminal with escalators leading to gift shops, a movie theater, a night club, and the more usual restaurants and lunch counters—all under one vast expanse of roof.

New Line East from Wyoming

New pipe lines also marked mid-twentieth century progress. One of the most novel was completed at Copper Cliff, Ontario. There nickel-copper ore concentrates are pumped like oil for seven and a half miles from mine to reduction plant. Through the Near East—great reservoir of crude oil—pipe lines spread. King Faisal of Iraq dedicated one of the longest. It carries oil from Kirkuk, near the Iran-Iraq border, to Haifa on the Mediterranean (see Bulletin No. 1, November 17, 1952).

In the United States a line tapping new northern fields began to carry oil from Wyoming to Illinois. Another new oil line runs for 952 miles between Wink, Texas, and Norwalk, California.

New refineries also marked the growth of the petroleum industry. The Anglo-Iranian Oil Company rebuilt its war-destroyed plant at Dunkirk (Dunkerque), France (see Bulletin No. 2).

Venezuela built a $15,000,000 gas line, and Argentina laid a 1,000-mile natural-gas pipe line from the oil fields of Comodora Rivadavia north to the homes and industries of Buenos Aires.

Highway construction ranged from new roads cut through trackless wilderness to multi-million-dollar toll-road expansion across much-traveled regions. An extension was begun to connect the famous Pennsylvania Turnpike with the New Jersey Turnpike. The final nine-mile section of the latter superhighway was completed north to the George Washington Bridge. Other toll roads were finished in Colorado and Oklahoma.

Brazil Cuts Road Through Jungle

The $29,000,000, 50-mile Houston-Galveston Freeway was opened in Texas. Utah completed a 33-mile stretch which made U. S. Route 6 a completely paved highway from Provincetown, Massachusetts, to Santa Monica, California. Guatemala and Peru finished sections of the Pan American Highway. The highway from Nogales, Arizona, to Mexico City (illustration, inside cover) neared completion.

A new road was pushed through Brazil's Mato Grosso jungle 40 miles beyond Xavantina, last civilized outpost on the Manso. Reports from communist China indicated that a road is being built from Sinkiang Province toward Lhasa, Tibet. In New York City a new vehicular tunnel

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The Thoroughbred breed is the outstanding example of royal blood preserved in a direct line of descent. Every Thoroughbred can be traced in ancestry to three horses imported into England near the turn of the 18th century—the Byerley Turk, Darley Arabian, and Godolphin Barb.

Bringing the lightness and speed of Arabian steeds to the strength and endurance of the British "Great Horses," each of these famous sires had an adventurous history. The Byerley Turk, captured from a Turkish officer at the siege of Vienna in 1684, was acquired (either then or later) by a Captain Byerley. This British officer rode him at the Battle of the Boyne. He was the first Arab horse to be seen in Ireland.

The early life of the Godolphin Barb is vague. The tradition is that the Sultan of Morocco gave him to Louis XV. No one knows how it happened, but according to the story, he was seen pulling a water cart in the streets of Paris by an Englishman who recognized him as a fine horse and who later sold him to Lord Godolphin. The Darley Arabian, "most famous of the three foundation sires," was sent by Thomas Darley, British consul at Aleppo, Syria, to his father in Yorkshire, England, as the latter was interested in the new business of importing Arab stallions.

NOTE: See also, "King Ranch, Cattle Empire in Texas" (26 color photographs, including a number of Thoroughbreds), in *The National Geographic Magazine* for January, 1952; "The Palio of Siena," August, 1951; "England's Wild Moorland Ponies" (10 photographs), January, 1946; "Kentucky, Boone's Great Meadow," July, 1942; and "The Story of the Horse," November, 1923 (out of print; refer to your library).

ERNEST BRISCOE FROM NORTHERN PACIFIC RAILWAY CO.

A PALOMINO COLT RESISTS THE LARIAT AS A MONTANA COWBOY ROPES HIM FOR BRANDING

connects the George Washington bridge over the Hudson with the Washington Bridge crossing the Harlem River from Manhattan to the Bronx.

Railroads also did their share of tunnel building. The Baltimore and Ohio Railroad opened the world's largest—but not longest—rail tunnel near Bluefield, West Virginia, and a smaller one near Clarksburg, West Virginia. Other rail lines burrowed underground as subways were built in Stockholm (illustration, below), Rome, and Brussels.

The Belgians rushed work on a modern bridge over the Meuse at Namur. Canadian engineers replaced a temporary span with a permanent one where the Alaska Highway crosses the Donjek River, in Yukon Territory. The United States Army Engineers opened a high-level bridge over the Imjin in Korea.

New hydroelectric power plants went into operation in Norway, Austria, Italy, Sweden, Romania, Turkey, Scotland, Wales, France, and Colombia. In the United States big dams and power projects were completed in Arizona and New York. Coal power plants opened in Romania and Singapore.

Russia claimed completion of a ship canal connecting the Volga and Don rivers, opening deepwater navigation between the White and Baltic seas on the north and the Black and Caspian seas on the south. The Netherlands completed a new canal linking Amsterdam with the Rhine, and Colombia connected Cartagena and Calamar by canal.

VOLKMAR WENTZEL

STOCKHOLM, SWEDEN'S CAPITAL, IS BUILT, LIKE NEW YORK, ON SEVERAL ISLANDS. IT NOW HAS ANOTHER POINT OF RESEMBLANCE TO THE AMERICAN METROPOLIS—A SUBWAY